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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

REPORT

CD NO.

COUNTRY Germany (Russian Zone)

SUBJECT Shipbuilding Production in the DDR,  
January and February 1951

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1. The following table gives the shipbuilding production plan for January and February 1951, and the actual ships delivered during that period (exclusive of SAGs):\*

Type of Ship	Planned Production Jan. and Feb. 1951	Actual Delivery Jan. and Feb. 1951
Fishing seiners	8	0
Metal cutters	11	12
Composition fishing cutters	8	9
Fishing luggers	15	4
Sports boats	20	26

2. The following is a detailed breakdown by plant, indicating the number of ships delivered and the status of the ship building:

## a. VVB Rostock

The planned production for January and February 1951, all intended for reparations, was eight fishing seiners and seven fishing luggers, of which only one fishing lugger (#143) was actually delivered. The status of the undelivered seiners and luggers is given below:

Fishing lugger	146	-	100% complete
"	147	-	in process of transfer
"	148	-	91.3% finished
"	149	-	88.4% "
"	150	-	43.0% "
"	230	-	99.5% " - bottleneck: boat davits and rivets 16/32 and longer.

Fishing seiner 623 - Net winch and gears RA 43 arrived late. Ignition trouble on main motor (Buckau-Wolf). On 12 February 1951 gears got hot, cylinder temperatures were uneven. 24 February 1951, delivered to Stralsund.

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Fishing seiner 624 - 84% finished. Net winch delivered, being mounted.

- " " 550 - Motor trouble developed during acceptance trial run. Motor being overhauled.
- " " 551 - Net winch and gears were defective. On 25 February 1951, delivered to Peenewerft for final touches.
- " " 552 - Third trial run scheduled for 1 March 1951.
- " " 553 - Construction delayed by late deliveries. Still awaiting gears.
- " " 554 - Still awaiting gears and anchor winch.

b. Volkswerft Stralsund.

The planned production for January and February 1951, all intended for reparations, was eight fishing luggers, of which three (#459, #460 and #461) were delivered. The status of the five undelivered luggers is given below:

Fishing lugger 462 - The 100 HP diesel motor must be exchanged.

- " " 463 - Deck machinery accepted, pipe lines checked. On a ten-hour trial run 28 February 1951.
- " " 464 - The 100 HP diesel motor, anchor winch and capstan disassembled for overhauling.
- " " 465 - The 100 HP diesel motor runs. Bilge pumps and pipe lines have been checked.
- " " 466 - Masts are being erected.

c. Yachtwerft Berlin

The planned production for January and February 1951, for reparations, was eight composition fishing cutters; nine were actually delivered. Also planned were eleven metal cutters, and twenty sports boats; the metal cutters were produced as planned and twenty-six sports boats were completed.

d. VVB Hochseeschiffbau was engaged in repairing ships on reparations orders, and in building diesel motors.

e. Schiffswerft Wismar was also engaged in repairing ships on reparations orders.

3. The VVB Hochseeschiffbau is dependent on the Western Zone for 50% of its needs, especially raw material, machinery units, auxiliary machines, and nautical instruments. This is particularly the case in equipment for large vessels up to 24,000 gross tons. To a lesser extent the inland canal boats and the fishing boats are also dependent on the western production of nautical instruments, ships gears, diesel motors, wire rope, chains and timber for shipbuilding.

\*In 1950 the SAG accounted for 15% of the entire shipbuilding production of East Germany.

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